

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996
From: "Ray L. Mote" <rmote@rain.org>
Subject: "CLASSIFIED" manuals, etc.
Message-ID: <Pine.SUN.3.91.960207165556.8286A-100000@coyote.rain.org>

>From the cover of NAVSEA 0967-LP-294-7010, Volume 1, Technical Manual for Electron Tube Test Set AN/USM-118B (the Hickock "Cardmatic"):

"DISTRIBUTION STATEMENT B: DISTRIBUTION AUTHORIZED TO U.S. GOVERNMENT AGENCIES ONLY; ADMINISTRATIVE/OPERATIONAL USE; DATE OF PUBLICATION. OTHER REQUESTS SHALL BE REFERRED TO THE NAVAL SEA SYSTEMS COMMAND (SEA-0982). WARNING: THIS DOCUMENT CONTAINS TECHNICAL DATA WHOSE EXPORT IS RESTRICTED BY THE ARMS EXPORT CONTROL ACT..." and more such blather.

>From the cover of SPAWAR 0969-LP-125-0210, Field and Depot Maintenance Manual for Test Sets, Electron Tube TV-7/U, TV-7A/U, TV-7B/U, and TV-7D/U:

"DISTRIBUTION STATEMENT C: DISTRIBUTION AUTHORIZED TO U.S. GOVERNMENT AGENCIES AND THEIR CONTRACTORS. THE REASON FOR DISTRIBUTION STATEMENT IS "CRITICAL TECHNOLOGY". EFFECTIVE DATE IS 13 JUNE 86. OTHER REQUESTS FOR THIS DOCUMENT SHALL BE REFERRED TO SPACE AND NAVAL WARFARE SYSTEMS COMMAND, WASHINGTON, DC 20363-5100."

The most restrictive "distribution statement" is Statement E, the least restrictive is "A" (essentially releasable to anyone). While these statements, and the system for assigning them, have a valid purpose of protecting critical information, they are almost always misapplied when dealing with "antique" technology, equipment, and information! With declining budgets, how many agencies do you suppose can afford to keep an "antique documents" expert on payroll? These modern kids who know nothing about what they're handling will do exactly what you'd expect anyone else to do in the same situation -- they will most certainly protect their rear by assigning the most restrictive statement they can find. Unfortunately, that means that any documents they process will receive the same treatment as the Ark of the Covenant in the movie "Raiders of the Lost Ark" (buried forever in a warehouse until final destruction).

It's unfortunate, it's frustrating to the point of madness, but it's all too human. It's also a national shame.

So, when the treasured manual you seek turns out to be unavailable, this will probably be the reason. You can try a Freedom of Information Act request, but it probably won't buy you anything. The inertia of ignorance is far greater than any force you can generate!

73.....Ray Mote, W6RIC <rmote@rain.org>

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996
From: flanders@GroupZ.net (Jerry Flanders)
Subject: (KWM-2A) Tech Manual Still Classified!
Message-ID: <199602072159.PAA16867@uro.theporch.com>

>I called NTIS about this manual a while back and was surprised to be informed
>that it was "classified"!

>

>Needless to say I was somewhat amused that a radio is almost 40 years old

>

>Michael Crestohl, KH6KD/W1, VE2XZ

>=====

Mike et al,

I spent my entire working career at a defense-related plant. We had
classified documents stacked on top of classified documents stacked....
well, you get the idea.

It looks ridiculous to the public when something like this happens, but let
me tell you why I think it happens.

Each of those documents that were originally classified has to be formally
declassified before it can be released. That means that someone with the
proper authority and level of understanding has to read and evaluate the
document and verify that it is OK for declassification (and perhaps in some
cases it might then have to be double-checked by another declassifier).

Some documents are probably classified to a higher-than-necessary level.
Sometimes it is easier to classify too high - an author generating a
document is RESPONSIBLE for it, and might be tempted to take the easy way
out by classifying higher than necessary if he is unsure of himself.
(Perhaps this might explain the radio manual being classified???)

I believe there is a considerable and genuine effort under way in recent
years to release all documents not actually necessary to keep under wraps,
but it would take quite a while for them to all be reviewed. There are
probably millions to be evaluated, and I suspect 40-year old radio manuals
have a lower priority than other subjects currently in the public's eye. And
don't forget today's conservatives want to stop spending money on
"unnecessary" activities (those declassifiers must be paid).

Sorry that my comments are always late - I get the digest, so the stuff I
read is up to a day old.

Jerry Flanders W4UKU flanders@groupz.net

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996
From: TPHAAK@ccmail.monsanto.com
Subject: RE: 100V
Message-ID: <00167000013715790000002*@MHS>

Friends,

I recently acquired a beautiful Central Electronics 100V that I was told had the 160M mod in it.

Well it didn't. The transmitter works great and I would have bought it anyway but now I am left with how to mod it for 160. The manual had a letter in it from Nick Tusa, K5EF (no date) that says it is a rather involved conversion and is not recommended unless a well equipped bench is available (100MHZ scope, sweep gen., etc.) which I have. I also found in the manual a copy of a CQ article for August 69 that describes KH6IJ's conversion. Sounds easy enough with only one caveat and that is his mod will not cover what he calls "both segments of the band". This is due to not "broadbanding" the final tank circuit. So you are left with making a choice for the top or the bottom of 160M I guess.

I am going to try to contact Nick Tusa, K5IF and well as Wes Schum, W9DYV but I thought I'd ask the list for any help or suggestions in the meantime.

If any of you respond please put your address in the body. My new mailer chops the entire header.

Tim WA0TSY
tphaak@ccmail.monsanto.com

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996
From: g.elliott1@genie.com
Subject: RE: 100V
Message-ID: <199602080205.AA174825107@relay1.geis.com>

Tim

I also have a CE 100V serial nr 945 and would like to put a 160 meter mod in it. However, I have none of the required test equipment or knowledge at

this point. I would appreciate you keeping me informed of your progress on this conversion. Thanks 73

Gary K70X

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996
From: michael@kc2kj.k2nesoft.com (Mike Sullivan)
Subject: 1670 kc
Message-ID: <199602070148.UAA13432@kc2kj.k2nesoft.com>

Got Jumping Jack Flash playing at 2047pm eastern at 1670kc. Very clear in Southern Jersey. Waiting for station ID!
Mike

michael@kc2kj.k2nesoft.com

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996
From: "Jack C. Shutt" <102023.1716@compuserve.com>
Subject: 1670 kHz Test Station
Message-ID: <960208011613_102023.1716_EHT70-1@CompuServe.COM>

Hello fellow Hot Wire FET fans:

I'm listening to ABS Radio on 1670 kHz as I write this. Enjoying vintage Rock and Roll with excellent audio quality and signal strength of 5-9 +50dB here in Fort Wayne! Actually, I was hearing them at 5:20 PM local time with a 40 over signal. The volunteer announcer, Alan Peterson of Radio World Magazine invited calls to their land-line number at Ft. Mead, MD to report reception and signal strength. They seemed pleased to receive my call at that early time with the report that they were being received so well here in Indiana.

The transmitter is a Harris Gates 5FA (frequency agile) 5KW or 1-2 KW. Antenna is portable on a trailer.

They will be QSLing, so this might be a once in a lifetime opportunity to catch that rare SWL opportunity. Great chance to exercise those Boatanchor receivers!

Address was given as: ABS Radio, Room 340, 601 N. Fairfax,
Alexandria, VA 22314.

Phone number is (301) 677- 1377. The station will be dismantled and sent to Bosnia at the end of the week.

Good Listening!

73, Jack, N9GT

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996
From: Kevin Pease <hamradio@mm1001.theporch.com>
Subject: Re: 1670 Test
Message-ID: <Pine.LNX.3.91.960206141151.6188D-100000@mm1001.theporch.com>

I heard the test here last night. Good signal into central Tennessee. I didn't have the phone number. I was only casually listening. Most of what I heard was music. Nice to have a clear signal. Pretty good for 5 KW.

Kevin Pease
WB0JZG Mount Juliet, TN.

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996
From: bwb%sirius.triad.com%triada.triad.com@triada.triad.com (Bruce Bacon)
Subject: Re: 1670 Test
Message-ID: <9602062102.AA03889@sirius.triad.com>

KTRK had great sigs to the west coast last night as well. Heard 'em whilst bandscanning the upper reaches of BCB. WJDM has been making it out here every night for awhile, although quite poorly. Good enough to tape an ID, tho! Listen for an ID at signoff, 2200 EST. Couldn't have heard 'em without the R390A. One sensitive beast...

73,
-Bruce Bacon (replies to - bwb@triad.com) Livermore, CA

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996
From: Kevin Pease <hamradio@mm1001.theporch.com>
Subject: Re: 1670 Test
Message-ID: <Pine.LNX.3.91.960207075105.8742C-100000@mm1001.theporch.com>

Well I listened to them last night and it sounds as though they will be on for a while. The DJ commented that they would be back on at 6:00 AM and sure enough I could hear them faintly this AM on the car radio. Last night they were strong enough to easily receive on the car radio so I

programed into one of the buttons. I will monitor and see how long they last.
They sound real good on the HQ-120.

Kevin Pease
WB0JZG Mount Juliet, TN.

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996
From: "Greg Parsons A.K.A. Rat" <gregp@galileo.mis.net>
Subject: Re: 1670 Test
Message-ID: <9602071447.AA20033@galileo.mis.net>

I also heard them last night while out mobile here in Lexington, Ky. I called when I returned home and talked to one of the Spc. running the station, as far as he knew they will be running it on the same QRG when it heads overseas in about 14 days, so maybe we can use it to check for 160 openings...

73,
Greg
KE4000

At 08:20 AM 2/7/96 -0600, you wrote:

>
>Kevin Pease
>WB0JZG Mount Juliet, TN.
>
>
>

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996
From: Michael.J.Knudsen@att.com
Subject: Re: 1670 Test
Message-ID: <9602071652.AA03094@bock.ih.att.com>

Last nite KTRK was on again, tho no longer using that neat call (as a native Pittsburgher I should be relieved that KDKA is unique once again). The DJ gave a phone number for requests, and was dedicated records to callers. But as someone said yesterday, about midnite EST they went to a 1 KC (?) tone.

Speaking of BAs and the military -- last nite I put another old reel of wire on the Silvertone wire recorder console I've been fixing up. Turned out to be Gen Douglas MacArthur's farewell address to Congress (after being

sacked by Truman), complete with news commentary before and after!
Anyone thinking about Red China today should give it a listen...
Previous owners had recorded it off the built-in radio. Great fidelity
after 44 years. 73, mike k w9nrd/ae

PS: Wonder if any hams recorded their QSOs back in the 50s?

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996
From: Michael.J.Knudsen@att.com
Subject: Re: 1670 Test
Message-ID: <9602071723.AA03142@bock.ih.att.com>

Glad to hear the extended AM BC band is making it to the Left Coast.
Lately, WJDM (1660) seems to be staying on past 9 PM CST, good.
They advertise "great music for great kids" and I heard a pub-service msg
directed at young parents. But here in IL I'm lucky to even identify
what record they're playing, let alone copy the announcements.

I think they're only 500 W, or 1/10 of KTRK's power. As you noted, it shows.
73, mike k w9nrd/ae

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996
From: "Lowe Technical Services, USA" <loweusa@exis.net>
Subject: 2 Collins Nets on 80M
Message-ID: <199602062203.RAA29336@marlin.exis.net>

The Collins Collectors Association now sponsors two nets which meet
on 80 Meters. Both are informal in nature and are structured toward
the discussion of Collins Radio related subjects as well as friendly
rag-chews. Net manager Floyd, KF8AT points out that "the 80M round
table type nets are intended to be run with VOX in open discussions."

They are designed to supplement our formal Swap and Technical Net held
Sundays on 14263 at 2000 UTC.

The first meets Tuesdays on 3805 at approximately 0100 UTC

The second, newer net meets Thursdays again at approximately 0100 UTC
on 3875. This new frequency has been chosen in order to accomodate
Collins enthusiasts with General Class tickets.

Please feel free to check in, say hello and join the conversation.

Lowe Technical Services, USA

E-Mail: loweusa@exis.net

Home Page: <http://www.exis.net/lowe/zts1.htm>

-----x Reply Separator x-----

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996

From: afpgreg@state.me.us (Paul V. Gregory)

Subject: 50 MC AM Window

Message-ID: <199602062049.PAA17700@gatekeeper.ddp.state.me.us>

Ahoy,

Up and running with an Ameco TX62/NC300 station modestly on six
albeit from rural Maine. What the conventional wisdom on AM calling freq's?
Anyone in New England up for a sched?

Please, email direct: afpgreg@state.me.us

tnx de KB1AOC/Paul

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996

From: jml@spider.lloyd.com (Jim Lockwood)

Subject: Re: 50 MC AM Window

Message-ID: <m0tjv94-000TsSC@spider.lloyd.com>

A

> Up and running with an Ameco TX62/NC300 station modestly on six
>albeit from rural Maine.

Great! Another vintage VHF station rescued from the junk pile.

> What the conventional wisdom on AM calling freq's?

50.4 is the frequency you want for AM. To monitor for band openings, it's
also useful to keep an ear tuned to 50.125, the SSB calling frequency.

73 and good luck,

Jim - km6nk

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996

From: Kevin Pease <hamradio@mm1001.theporch.com>

Subject: Re: 50 MC AM Window

Message-ID: <Pine.LNX.3.91.960207073904.8742B-1000000@mm1001.theporch.com>

I recently bought a HQ-120 with two VHF converters mounted in it. Both ameco. I would like to get these convertors running externally for VHF playing. Does anyone have a schematic or manuals for the Ameco nuvistor 6 meter convertor and the Ameco 2 meter convertor ?

If I can get receive going on 6 meters maybe I will homebrew a single 6146 with the ranger as modulator. Use crystal control and a multiplier. Would be fun to do vintage AM on 6 meters.

Kevin Pease
WB0JZG Mount Juliet, TN.

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996
From: berg stephen erik <z931086@corn.cso.niu.edu>
Subject: Re: 50 MC AM Window
Message-ID: <Pine.3.89.9602070929.A29952-01000000@corn.cso.niu.edu>

I believe that the older version of the ARRL VHF Manual, the one by Tilton, had some excellent Nuvistor converter circuits. They also appeared in the Handbook from the early to the mid 1960's. If the Ameco schematics do not show up, I would think that the ARRL converters would be an excellent option. I still have my Parks Nuvistor converter for 6. Until I get the dial fixed on the Clegg Interceptor, the Parks may well be feeding the NC-300 or the HRO-50T1 this summer. What the heck, my neighbors have watched television long enough. It's time to get back on 6.

73,

Steve WA9JML
z931086@corn.cso.niu.edu

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996
From: KA9EGW@aol.com
Subject: anti-cmos "a" virus
Message-ID: <960206164636_215647838@emout05.mail.aol.com>

yes, virginia, there really is such a virus. And my system had it. So yours may too.

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996
From: Cosmo224@aol.com

Subject: APX 6 IFF's

Message-ID: <960207232605_417357372@emout07.mail.aol.com>

Howdy All

I bought my APX 6 from Nortex Electronics in Ft Worth. I think it came out of Kelly or Randolph AFB. Anyway, except for a few dinks and scratches, it was mint although someone removed the TR tube and plate cap from the center cavity. Luckily, I had a spare cap and tube from an APX 6 parts rig. I think in the April 61 QST or thereabouts there was a conversion article

on the APX 6 to 1115mc. There was a later article talking about life at 1115mc. This set was probably the 'first step' up to microwaves for alot of hams along with 2K25's and beer can polaplexers. That particular QST also contains an article about the first 1.2ghz EME contact.

This is some fascinating reading - I really take for granted the <1db PHEMTs and MMICs and solid state phase locked microwave oscillators. Its amazing how far technology has come since parametric amps and klystrons.

73 de AA9IL

Mike Kana

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996

From: Michael.J.Knudsen@att.com

Subject: APX-6 UHF Transponder

Message-ID: <9602071957.AA03277@bock.ih.att.com>

Been meaning to post about this -- from a local antique radio club swap meet, came an MX-358/APX-6 Transponder that leapt into my arms when the seller (a friend) offered a good price (and it was getting late).

This is a black box, with three cavities inside with lighthouse tubes, each tuned with a spinner knob and 3-digit counter. "Parts alone worth the price." Along the top is a little stip chassis with aobut 8 tubes, all 6AK5 or another type I forget but it's used in the R390A.

There were two thermite destructors. One is gone and replaced with a control, the other is still there (In its entirety? Uh, should I be extra careful?). Previous ham owner made this box into a 450-MC xcver, with AC power supply, T/R swtich and relay, and even left a hand-drawn schematic of how it works.

(I could've had the matching homebrew antenna, a cute little helical job like some EME types use. Hmmm, maybe this thing is 1296, not 450, who knows?).

Anyone know anything about this little rig? I got it more for tubes, knobs,

and curiosity value -- those cavities are beautiful, like carburetors. There should be some switches for setting the IFF transponder code, but I don't recall seeing them. Haven't plugged it in yet to see if the lighthouse tubes (or the destructors) are working. I figure if the previous ham didn't get destructed, I shouldn't either, but... 73, mike k w9nrd/ae

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996
From: KC5IJD@aol.com
Subject: Re: APX-6 UHF Transponder
Message-ID: <960207181830_417071882@emout07.mail.aol.com>

>Anyone know anything about this little rig?

It's an IFF set (Identification Friend or Foe) use on aircraft to identify the plane as a friend. It transmits back a special code when it receives the radar transmission.

73

Joseph W Pinner
Lafayette, LA
KC5IJD
EMail: kc5ijd@aol.com

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996
From: Scott_Johnson-AZAX60@email.sps.mot.com
Subject: RE>APX-6 UHF Transponder
Message-ID: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>

RE>APX-6 UHF Transponder 2/7/96

The aapx-6 is an early atc transponder. I t was later used with the apx-25 keyer to provide modes 1, 2, and 3A. It operates on 1030/1090, but is tuneable. there are many conversion articles on this unit. If you want further info, Call me @ (602) 413-3302.

Scott

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996

From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Re: APX-6 UHF Transponder
Message-ID: <Pine.ULT.3.91.960207200315.6087A-100000@admin.aurora.edu>

On Wed, 7 Feb 1996 KC5IJD@aol.com wrote:

> >Anyone know anything about this little rig?
>
> It's an IFF set (Identification Friend or Foe) use on aircraft to
> identify the plane as a friend. It transmits back a special code when it
> receives the radar transmission.
>

This was the set that back in the 50's was converted to a 1296 MHz transciever. There were quite a few articles in QST about it.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996
From: Sandy Blaize <70401.134@compuserve.com>
Subject: APX-6 UHF Transponder
Message-ID: <960208045302_70401.134_IHD72-1@CompuServe.COM>

Mike,

The APX-6 system originally used a UHF transceiver that traditionally operated on 1030 and 1090 Mhz. The present day "radar transponder" system used by FAA uses the same two frequencies and an enhanced system of "codes" An "L" band antenna (usually a yagi) is aimed into the same radar reflector as the air search or ATC radar. Pulse pairs are sent radar fashion in the direction the antenna is pointing. The difference here is that the transponder in the aircraft receives the signal and sends a "reply" back to the interrogating transmitter. The video is processed and displayed just like a radar echo on the "scope". Nowadays, replies are also used by ATC computers to identify specific aircraft and for other purposes. All this derived from the original "IFF" system. If you have a wideband receiver like an ICOM R1 you can hear the interrogator signals near an airport ATC radar on 1030 Mhz. If you tune to 1090 Mhz. you can hear the ones coming from the aircraft.

This unit basically uses a pair of "Lighthouse" tubes in two coaxial line oscillators and a 1N25 crystal mixer diode. One oscillator is the receiver local

oscillator, the other is the transmitter oscillator. The 3rd tuning control is the mixer

cavity tuning. The little box/chassis at the top full of 6AK5's is the IF amplifier.

The only REALLY useful part for amateur purposes is the components on the front panel. The rest being 115v 400 hz. power supply and modulator, video processor, coder/decoder circuitry. Originally the transmitter ran about 350-500 watts peak

pulse power. Average power was somewhere around 5-10 watts or so.

Accessories were a control box located in the cockpit and an antenna.

Later versions (RT-*** /APX I don't remember the nomenclature, its been too many years ago!) had modifications to use a KY-95/APX-25 coder unit. The system changed

AN/APX-6 to the AN/APX-25. Since then many modifications have taken place in the entire system (radar beacon/IFF transponder) and I can't tell you exactly what now

as I haven't had any contact with this avionics system in around 30-35 years!

Somebody else may be able to shed some more light on the subject. The last

aircraft I remember we had that used the APX-6 was the Douglas B-26 "Invader".

Last aircraft I had anything to do with that used the APX-25 system was the Convair

F-102A.

I doubt VERY much if any of the explosive squibs are still present in your unit!

We discontinued use of them in the APX-6 after the Korean war in the B-26's. I remember

we had about 2-3 aircraft that still had the squibs. It was a pain to notify the armorers

to come remove them when we had to pull a set for service! The transponders modified

for APX-25 use still had the little compartments for the squibs. The sets manufactured

later for the APX-25 system looked the same except the squib compartments were deleted

from the panel. The object of the squibs originally was to destroy the cavities and not the entire set!

73,

Sandy W5TVW

~~~~~

Boat Anchors collected, restored, modified and used!

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: nielw@ix.netcom.com (Niel Wiegand)  
Subject: Re: AWA OT CW Contest  
Message-ID: <199602080417.UAA24529@ix12.ix.netcom.com>

My AWA mailing has the contest Feb 14 6PM EST to Feb 15 6PM EST and repeating the same way on Feb 17 and 18. It is not a two weekend affair but rather mid week and one weekend.

I'll be on with an HRO Sr, Stancor 20P and a National NTX-30. The Meissner Signal Shifter will probably stay on the shelf this year.

You wrote:

>  
>GM TG OPS-  
>  
>Just wanted to let you know that the AWA Old Time CW Contest begins this  
>weekend. This contest encourages the use of pre-1942 receivers and  
>transmitters, and also the use of low power. This is also a perfect  
>opportunity to use a vintage telegraph key on the air !  
>  
>The contest occurs on two weekends:  
>  
>6 pm Feb. 10 to 6 pm Feb. 11 and  
>6 pm Feb. 17 to 6 pm Feb. 18  
>  
>Suggested frequencies- 1800-1820, 3580-3600, 7030-7050, and  
14060-14070  
>kilocycles.  
>  
>Even if you are not an AWA member, or not into contesting, I suggest  
you  
>fire up your receiver and check this out. A lot of the transmitters  
are  
>non-crystal controlled and chirp and drift like crazy. A real  
challenge to  
>copy. I have found the best time to listen is late Saturday night.  
>  
>I have an old aircraft transmitter that uses type 10 triodes for the  
>oscillator and the amplifier. I think I will use the J5 key-- never  
used  
>that one on the air before. CU on 80M vintage QRP.  
>  
>73 de Greg Raven KF5N

>  
>  
>

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: lblaske@pclink.com (Lee Blaske)  
Subject: B-29 radios?  
Message-ID: <199602080037.SAA01010@pclink.com>

Thanks to an announcement on this list, I set my VCR to capture the Nova special "B-29 Frozen in Time." Like others on the list, I sat riveted to the screen hoping to get a glimpse of the radio equipment on the plane. Unfortunately, all I saw was the new equipment they installed for the return flight that sadly never happened. Now that my curiosity is completely and thoroughly piqued, can someone point me to a good source of information on this? Are there any former B-29 radiomen on this list? What would have been the normal complement of equipment on a plane such as this? Finally, I know there are only about nine B-17's left. Are there any remaining B-29's (flying or otherwise) in existence?

I'm sorry if any of this has been covered recently. It's hard for me to keep up with this excellent list -- I hope it's still around if I ever make it to retirement! If possible, also send me the info directly so I'll be sure not to miss it.

Thanks!!!

\*\*\*\*\*

Lee Blaske 73 de AA0EF

Keynote Music

lblaske@pclink.com

Deephaven, Minnesota

"When he who hears doesn't understand him who speaks, and when he who speaks doesn't know what he himself means -- that is philosophy."

-Voltaire-

\*\*\*\*\*

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>  
Subject: BA Quiz on SuperPro Models  
Message-ID: <199602070232.UAA23022@dlep1.itg.ti.com>

At 04:47 PM 2/6/96 -0600, Mike Knudsen wrote:

>... make up a 50-question exam to administer to find out who is a true  
>BA-ite, and to what degree. Maybe have 4 or 5 elements:  
>  
>1(A) -- a BA has glass bubls that glow and get hot  
>Tech -- always replace the electoytics, and keep one hand in your pocket  
>Advanced -- knows how many Super-Pro models there were  
>Extra -- can redesign and rebuild old RME-45s

Who knows how many SuperPro models there really were? IMHO, this question should be a bonus question. I've heard of the 10, 110, 200, 210, 400, and 600 models. Each seemed to have many variations. There were X, LX, SX variants indicating crystal filter, low-frequency and super(?) frequency. There were rack mount units and cabinet units. There were painted, aluminum and stainless steel front panels. There were military units roughly analogous to civilian units: BC-779, BC-794 & BC-1004. There was at least one military unit without civilian counterpart: R-129/U.

Someone please fill in the blanks here.

Regards,  
Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Michael.J.Knudsen@att.com  
Subject: Re: BA Quiz on SuperPro Models  
Message-ID: <9602071638.AA03073@bock.ih.att.com>

And don't forget the SP-150 -- mounted in a nice wooden console with a big speaker. Same all-business front panel, but there were wooden doors you could close over it when not in use, as with some other top-line radios and of course the early TVs.

For hi-fi BC and SWLing, an SP-150 would be sort of a Holy Grail. I've yet to hear from someone who's owned or even seen one, but it's in Moore's.

They'll probably never put the question on an exam -- there are too many "right" answers :-) hi hi. 73, mike k w9nrd/ae

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: Henry van Cleef <vancleef@bga.com>  
Subject: Re: BA Quiz on SuperPro Models  
Message-ID: <199602072037.0AA14453@zoom.bga.com>



As Bill Sorsby said

>

> Who knows how many SuperPro models there really were? IMHO, this question  
> should be a bonus question. I've heard of the 10, 110, 200, 210, 400, and  
> 600 models. Each seemed to have many variations. There were X, LX, SX  
> variants indicating crystal filter, low-frequency and super(?) frequency.  
> There were rack mount units and cabinet units. There were painted, aluminum  
> and stainless steel front panels. There were military units roughly  
> analogous to civilian units: BC-779, BC-794 & BC-1004. There was at least  
> one military unit without civilian counterpart: R-129/U.

>

> Someone please fill in the blanks here.

>

What you are confronting with this question are a combination of:

1. Bespoke orders.
2. Special orders.
3. Production changes.

A "short run" shop like Hammarlund (and National, RME, Millen, etc.) would have been happy to supply you a Super Pro-type radio with different frequency coverages, a different audio setup, etc.

An example of a company that built to bespoke orders was Baldwin Locomotive. Their catalog contained standard patterns of locomotives. If a railroad wanted one or more locomotives, they would approach Baldwin with a set of specifications which, most likely, would begin with one of the standard patterns as a basis, but have so many differences that the locomotives were unique. In radio, sets like the National AGS, some of the NC-100 and 200 variants, etc. were built as bespoke orders, not as designs built to place in inventory for sale.

Special orders involve items that a company offers for sale in a standard configuration, and builds for distributor inventory. The "special" means building a block to a non-standard configuration. I have here, some Tek plug-ins with silver-gray painted panels that are filled with white lettering, rather than the standard matte aluminum with black lettering. In many cases, such a special order would have been filled by painting the panels with customer-supplied paint.

Any item that moves from series design to production is likely to have changes applied to in in early production to simplify assembly, reduce cost, improve performance, or solve quality problems. Many of these changes may not be incorporated until one or more production lots have been built. Something that has a long production life is very likely to have changes to the design, not only for the reasons above, but because of changes in suppliers' standard lines, availability of

components and parts of improved design or lower cost, etc.

The documentation provided, in many cases, reflected a standard product in one of the configurations used in a production lot. More often than not, manufacturing changes were either ignored or covered by "change sheets." Many manuals are specific that when ordering repair parts, you have to specify the serial number or some manufacturing code. The manufacturer (theoretically) had records of "as-built" configurations.

Tektronix was more thorough than most in providing "as-built" configuration information to users. I have an 82 plug-in manual that was printed in the late 1970's. It shows three major configurations, both electrical and mechanical, plus a variety of other changes to production units that were incorporated in the 12-14 years these were built. They chose to keep the "82" designation, rather than redesignated the later units as "82A" or "82B," although the changes are nearly as major as those leading to the redesignations of the 545 as 545A and 545B.

One warning I try to give people is to be careful about relying completely on the accuracy of published service documents. Almost everything I have has differences between the documentation and the "as-built" configuration. In a few cases, the documentation is just plain incorrect---wiring errors and/or component value errors.

A couple of examples of "why" there were block changes from my own experience: I specified use of 2ea. choke, 4Mhy, in a design, which required providing two pads for mounting them on a printed circuit board, wired in series. Why not one 8Mhy choke? Easy: the stockroom had about 1000 4Mhy chokes that had been bought for something else and not used. When we had used them all up, we wrote an ECO, bought 8Mhy chokes, and put a jumper across the second pad in production. In another instance, we used a bent-up steel weldment to support some switches and other components. When it became obvious that there was a market for quantity of the device, we paid the tariff for a mold, and replaced the weldment with a die-cast zinc part, which was not only cheaper to produce, but a better part for the application.

You should never expect the design of anything to be static, when seeing production examples. The term "ECO" (Engineering Change Order) doesn't always reflect changes for reasons involving design quality or product quality. The savvy engineer is going to design around what's in the stockroom before asking purchasing to buy another design, particularly if the stockroom is full of unused "surplus."

\*\*\*\*\*  
Hank van Cleef vancleef@bga.com vancleef@tmn.com  
\*\*\*\*\*

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: bwb%sirius.triad.com%triada.triad.com@triada.triad.com (Bruce Bacon)  
Subject: Re: BA Quiz on SuperPro Models  
Message-ID: <9602072351.AA06541@sirius.triad.com>

OK, I've been meaning to ask this for awhile and this seems like a good opening...  
The SP200X (according to the label on the back) I've had for 19 years a bit different than the SP's I've seen. First, Moore's book doesn't have a picture of an SP200X. Mine looks similar to the SP210/150 except that the tuning dial is a full dial, showing all bands. The band spread is a simple 0-100 scale on the right side of the rig, with a small window, like tuning/bandspread windows on the 210/150. This guy has full BCB coverage up to about 30 Mcs. Is mine an uncommon unit? Has anyone seen one like it? Keeping my expectations low, I'm not planning on an early retirement. At least, not quite yet ;-)

73,

-Bruce Bacon (replies to - bwb@triad.com) Livermore, CA

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: dma@IslandNet.com (Jan Skirrow)  
Subject: Re: BA Sighting's - R390's for Sale  
Message-ID: <m0tjz0B-0005ZJC@island.amtsgi.bc.ca>

>Dear BA's,  
>  
>For anyone who is interested, there are several R390 receivers for sale at:  
>  
>Toronto Surplus and Scientific  
>(416) 490-8865 (closed Mondays)  
>FAX (416) 785-7955  
>  
>~~~~~  
>Jerry Proc VE3FAB  
>~~~~~

To add to this ...

I bought an R390A from them quite a while ago, as well as a government rebuilt Collins 30L1. They have (or did have) R390A parts, including rebuilt PTOs. They pack things very well for shipment. From my experience with them, call - don't fax. They respond veerrrry slowly to anything other than a phone call.

Jan Skirrow, VE7DJX  
dma@islandnet.com

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: arther.dent@smtp.prostar.com  
Subject: BA-ESTATE  
Message-ID: <199602080126.TAA21499@uro.theporch.com>

well i thought i'd update everybody on the BA's i've been able to liberate so far...

- 1) hammerlund comet-pro...ver.7 (see updated list) complete but not working
- 2) hallicrafters Sky-Buddy....as new cond. looks and works beautiful
- 3) hallicrafters Sky-Chief....as new cond. see above desc.
- 4) hallicrafters S-38.....as new cond. see above desc. original S-38
- 4) hallicrafters S-38B....vey nice cond. w/matching, but not original knobs
- 5) varios books including.....
  - 1)Mallory-Yaxley raadio service encyclopedia 2nd. edition 1938...mint
  - 2)elements of radio 2nd. edition 1948 by abraham &william marcus
  - 3)handbook of broadcasting by waldo abbot 1941
  - 4)1960 and 1971 ARRL handbooks
  - 5)naval training school book ww2
  - 6)riders vol. 12 w/index
  - 7)ARRL antenna book 1956
  - 8)RCA triple index recieving tube base diagram guide 1959

well that's it for this week, as i have yet to get into the garage loft or the house attic (we don't have room to bring the stuff down yet)  
73's mike  
KB7VNT

i transmit therefore i am.....

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Steve Ellington <n41q@iglou.com>  
Subject: BC-348 pwr sup. question  
Message-ID: <Pine.SOL.3.91.960206193341.14898A-1000000@iglou>

I'm getting ready to put a dc supply in the 348 and am open to suggestions. The only transformer I have is a 800-0-800. Assuming I need about 210 to 260 volts, what would be the best rectifier/filter circuit?

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Vlad Dvorkin <dvorkin@pcs.mot.com>  
Subject: BC-AS-229 Receiver & parts wanted  
Message-ID: <199602071900.0AA01535@iron65>

Hello BAs,

I am looking for BC-AS-229 receiver in any condition, coil sets for it (C437, C437 and others), tuning dials, cables and tubes (VT-37, VT-49 & VT-38).

Regards,  
Vlad

e-mail: dvorkin@pcs.mot.com

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: arther.dent@smtp.prostar.com  
Subject: COMET-PRO'S  
Message-ID: <199602080047.SAA20493@uro.theporch.com>

ok gang .....

in cleaning out an estate (lots of BA'S and old BC gear), i came across a neat book. it is the ....Mallory-Yaxley radio service encyclopedia second edition 1938. in the front it lists most of the radios mfg. up to 1938, listed by mfg.

for the comet-pro it lists 7 diff. versions as follows.....

ver 1) comet-pro battery.....w/4-77's/2-78's/1-42 tubes  
ver 2) comet-pro dec. 31.....w/2-24A's/2-35's/1-47/1-80/2-27's  
ver 3) comet-pro july '32.....w/2-24's/2-35's/1-37/1-80/3-27's  
ver 4) comet-pro feb. '32.....w/2-57's/4-58's/1-2A5/1-80  
ver 5) comet-pro sept. '32.....w/2-57's/4-58's/1-47/1-80  
                  oct. '32.....same  
                  comet-pro "standard model.....see ver.4 above  
ver 6) comet-pro crystal....same as ver.4 w/added xtal filter  
ver 7) comet-pro AVC model....w/2-57's/4-58's/1-2B7/1-2A5/1-80

hope that helps all you comet pro people, and our own hammerlund

historian.

BTW it also lists the comet-pro battery version as having a wood case.

73's

mike

KB7VNT

i transmit therefore i am.....

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996

From: w7ni@teleport.com (Stan Griffiths)

Subject: Factory Modifications

Message-ID: <199602070939.BAA03201@desiree.teleport.com>

Almost every piece of electronic equipment comes on the market at a point where the Marketing Department decides it is "good enough". Most engineers feel it is NEVER "good enough" and some of the refinements in circuitry they want to have included don't make it into the first models. In my experience, this is how it HAS to be because if Marketing waited until all the engineers were satisfied, the product would be obsolete before the first one got sold.

The design is generally not "frozen" at that point (except for some stuff made for the military) and changes and improvements continue to find their way into subsequent production runs. There are lots of good reasons for changing the design of a product: 1. A new feature may be suggested by a customer that Marketing or Engineering never thought of. 2. A supplier of a key part may discontinue making that part and modification is the only way to continue production of the instrument. 3. A safety hazard that was not obvious may show up later and a change has to be made for that reason. 4. Failure data may show a circuit to be unreliable in its present form so a modification is introduced to fix it. 5. Etc. Etc.

So almost every piece of electronics undergoes an evolutionary process throughout the term of its manufacture. Companies react in different ways to how they document these changes. Most pieces of equipment are shipped with a manual that matches what is shipped. (This is not ALWAYS the case, believe it or not!) The manual usually evolves with the equipment. That is the way it was at Tektronix. The later manuals usually covered the current version of an instrument as well as all earlier versions so the latest

manuals are generally the best. Sometimes the hardware changes are so drastic that an entirely new manual is generated starting at some given serial number. In these cases, you will need the latest copy of the "early manual" for the early instruments, or the latest copy of the "late manual" for the later instruments.

Another thing that Tektronix did that I have not seen with other companies (they may do it, I just haven't seen it) is produce a "Modification Summary" which is a detailed description of all the changes that took place in the design of the product after the first one was sold. The Mod Summaries are extremely valuable when restoring a Tek product. Each change is documented so you know by serial number if that change was installed during manufacturing or not. The reason for the change is also given so you can decide if it is important enough to consider putting into your instrument or not. Some changes cannot be installed that involve such things as changes in etched circuit board runs. If you simply have to have an instrument with that mod in it, you go shopping for a later serial number. Most of the time, the Mod Summary includes a Parts List and an Installation Procedure for installing the mod in earlier instruments. You can see how valuable this kind of documentation is for what we do.

The "Change Notices" you sometimes see in the back of Tektronix manuals are not the Mod Summary. They are simply manual addendums to bring the present manual current with the present instruments without having to reprint the entire manual. Mod Summaries are still available (I think) for even the earliest instruments from Tektronix in the form of microfiche. They have never been available in hard copy paper form (to customers). Manuals are also available in microfiche form. If you are thinking about ordering some microfiche from Tektronix, there are a couple of things you need to know:

1. You will need a compatible reader. I don't think Tek sells readers. I use a Quantor 308 and it works great.
2. Tek has a minimum dollar order which used to be \$25 but I am not sure it is still that low. This means your microfiche order needs to come up to the minimum for them to process it.
3. It is likely that the Tek order taker you get on the phone will have no idea that Tek microfiche exists or how to guide you to ordering the right thing. If you get frustrated at this level, ask for a transfer to the Service Department. They use Tek microfiche all the time and can give you some direction and perhaps educate the order taker. All Tek microfiche is identified by part number and there are cross references from instrument type to fiche part number. There used to be a very handy Tek Microfiche Catalog, but I have not seen a new one of those for about 10 years so I don't know if it still exists or not.
4. Tek microfiche used to sell for about \$1.50 per 4x6 inch sheet. There

are about 50 images on a sheet. It takes anywhere from 1 to about 10 sheets for a manual and from 1 to 5 sheets for a Mod Summary. It depends on the particular instrument and how much data is available for it.

So the next time you want a manual for your Tek instrument and you see one advertised for sale, you may or may not get a manual that represents your particular instrument. If you order a manual on microfiche from Tek, you will get the very latest manual that generally covers all earlier instruments as well, but you have to have a microfiche reader.

Before you decide that the Tek system of distributing mod information is a bad system, think about the many other companies who don't make mod information available at all. And don't think for a minute that those other companies don't modify their equipment . . . they just choose not to tell you about it.

Stan W7NI@teleport.com

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: berg stephen erik <z931086@corn.cso.niu.edu>  
Subject: Re: Factory Modifications  
Message-ID: <Pine.3.89.9602070920.B29952-0100000@corn.cso.niu.edu>

Several electronics firms where I worked had a similar sign on the walls of their engineering labs. It was something to the effect of: Sometime in the life of any given project, it becomes necessary to shoot the engineer(s) and commence production! I also worked for firms who would ship just about anything resembling a product. I get a big chuckle out of people who insist on restoring something to "factory perfection" since, I doubt that that exalted state ever existed in most factories.

73,

Steve WA9JML

z931086@corn.cso.niu.edu

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>  
Subject: Re: Factory Modifications  
Message-ID: <199602071641.KAA16022@dlep1.itg.ti.com>

At 09:48 AM 2/7/96 -0600, Steve WA9JML, wrote:  
>...I also worked for firms who would



>ship just about anything resembling a product. I get a big chuckle out  
>of people who insist on restoring something to "factory perfection"  
>since, I doubt that that exalted state ever existed in most factories.

Obviously, they've never worked in a factory or engineering environment. An incident about 20 years ago comes to mind: a company (which shall remain unnamed) recalled and rebuilt over a year's production of sophisticated data processing equipment. The incident was driven by overwhelming customer dissatisfaction. Nowadays, of course, just about everything gets recalled.

Now, to relate this back to BoatAnchors; I'm not sure what a "standard" SuperPro is, even among the military versions. Sure, I've got schematics and TM11-866, but my growing SuperPro collection reveals factory differences which exist for no obviously apparent reason. And then, of course, there are depot modifications, later third party contractor modifications and the later ham "refinements". All of these changes legit, in my opinion; each telling it's unique story.

Regards,  
Bill Sorsby, N5BU

\*\*\*\*\*  
bill.sorsby@dlep1.itg.ti.com  
Views expressed herein are no one's fault but mine.  
\*\*\*\*\*

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: haynes@cats.ucsc.edu (Jim Haynes)  
Subject: FRC-93 (KWM-2A) Tech Manual Still Classified  
Message-ID: <199602071822.KAA18736@hobbes.UCSC.EDU>

Well I know in the A.F. Technical Order system there were some manuals that were not security classified but were not available generally because they were copies of commercial manuals that were copyrighted by the maker of the equipment. Maybe this one falls into that category and NTIS has misunderstood.

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Michael Crestohl <mc@shore.net>  
Subject: FRC-93 (KWM-2A) Tech Manual Still Classified!  
Message-ID: <199602071337.AA00127@northshore.shore.net>

Hello All Keepers of the Sacred Firebottles:

On Feb 5th 1996, Tom N5OFF wrote:

```
>Here is the TM for the KWM-2
>
>TM 11-5820-529-15
>
>OPERATOR, ORGANIZATIONAL, DIRECT AND GENERAL SUPPORT
>AND DEPOT MAINTENANCE MANUAL
>
>TRANSCEIVER RT-718/FRC-93 (COLLINS MODEL KWM-2 AND 2A)
>AND POWER SUPPLY PP-3990/FRC-93 (COLLINS MODEL PM-2)
```

I called NTIS about this manual a while back and was surprised to be informed that it was "classified"!

Needless to say I was somewhat amused that a radio is almost 40 years old and sold by the thousands to radio amateurs (and anyone who had the \$\$\$) in stores with no restrictions whatsoever would have a manual that is still considered "sensitive".

The Air Force T.O for the KWM-2A and associated equipment bears no security classification whatsoever. I've had a copy for years.

Wonder if there's anything about the KWM-2 - sorry - that should be RT-718/FRC-93 - that I should know about!

Cordially,

Michael Crestohl, KH6KD/W1, VE2XZ  
mc@shore.net

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: "Roberta J. Barmore" <rbarmore@indy.net>  
Subject: Re: FRC-93 (KWM-2A) Tech Manual Still Classified!  
Message-ID: <Pine.SUN.3.91.960207091532.7645A-100000@indy1>

On Wed, 7 Feb 1996, Michael Crestohl wrote:

```
> > [...] MAINTENANCE MANUAL TRANSCEIVER RT-718/FRC-93 (COLLINS MODEL
> > KWM-2 AND 2A) [...]
> I called NTIS about this manual a while back and was surprised to be informed
> that it was "classified"!
> [snip]
> Wonder if there's anything about the KWM-2 - sorry - that should be RT-718/
> FRC-93 - that I should know about!
```

Only one thing: the two red buttons on the front panel labelled "FAILSAFE AUTODESTRUCT." Don't push both of 'em at the same time. Really don't. ;)

73,  
--Bobbi

PS: FWIW, construction at WTHR continues apace, with the massive ground buss installed, most of the new walls built, and new electrical switchgear presently being installed. Outside, they're digging a ditch for six (6) 4" conduits for mains power and comms, all of which will be encased in concrete, with vaults & access hatches (e.g., "manholes") at the low spots. We'll be flying to Harris Valentine's Day to play with the new rig and (Deus Volente) it will be shipped soon after, arriving a week and a day in transit...and then we get \*really\* busy.... Eeeeeee.

--RJB

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: k1zat@bah.com  
Subject: Re: FRC-93 (KWM-2A) Tech Manual Still Classified!  
Message-ID: <Pine.SUN.3.91.960207230443.5281B-100000@booz.bah.com>

> > Wonder if there's anything about the KWM-2 - sorry - that should be RT-718/  
> > FRC-93 - that I should know about!

Yes, Its still classified material by some..

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: dsnowden@ccd.harris.com (Doug Snowden)  
Subject: FS: Used 3-500Z + Sockets  
Message-ID: <9602062125.AA290320@rs2.ccd.harris.com>

Prior to putting on the usenet groups -

1 each 3-500Z tube. Used, slight discoloration. Output good. \$50 shipped.  
this was a spare for a long gone amplifier.

3 each sockets for above tube type. 2 used, one new. ceramic \$25 for all 3.

1 each 4PR1000 tube. Used, slight discoloration, fair output at 4.5kv plate voltage. \$50.

2 each 4-1000 tubes, Used, untested. Filaments ok. Lots of discoloration -  
\$40 for both, shipped.

Doug, N4IJ dsnowden@ccd.harris.com

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: Sheldon Wheaton <swheaton@sky.net>  
Subject: Gonset G-66B schematic wanted  
Message-ID: <Pine.SOL.3.91.960207191104.26849R-100000@solar.sky.net>

I recently went to make a copy of the schematic for the Gonset G-66B for another list member, and found that my original manual, which covers both the original, and "B" versions, contained only a loose foldout of the original schematic. Manual text indicates that the "B" versions added a 2nd IF amp stage, and some small AGC change for the RF amp.

Anyone have the G-66B schematic available as a photocopy?

73 & tnx in advance,  
Sheldon KC0CW swheaton@sky.net

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: Allen Tucholski <allent@en.com>  
Subject: Hallicrafters S-106 (6 Meter AM Receiver Forsale)  
Message-ID: <199602072308.SAA29801@en.com>

Hello All, I have a very nice & clean, (and in good working order)  
Hallicrafters S-106 (6 meter) Receiver forsale.( manufactured in 1959 I believe)

All original, aircraft type tuning dial, (round). Covers 49.5 -54.5 MC.  
New capacitors recently replaced and completely aligned.  
Good selectivity, and sensitivity.

Nice collectors item.

\$ 60 includes shipping.

Please e-mail if interested.  
KB8MTZ

(Money order or Check please, no COD)

-----  
NASA Lewis Research Center  
Cleveland, Ohio

e-mail

allent@en.com

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: robert fowle <hammarlund@voyager.net>  
Subject: here's a SP trivia question  
Message-ID: <199602071236.HAA05918@vixa.voyager.net>

when and what was the last contract for an SP unit for the government?

Robert Fowle  
the HAMMARLUND historian  
Ph. 517-789-6721  
E-mail: [Hammarlund@vixa.voyager.net](mailto:Hammarlund@vixa.voyager.net)  
1215 Winifred  
Jackson, Mich. 49202-1946

List of Hammarlund manuals available upon request.

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: "Gary H. Harmon, Jr." <gharmon@txdirect.net>  
Subject: Iron-Powder & Ferrite Products  
Message-ID: <199602070018.SAA08729@legend.txdirect.net>

Jim/KC6VWV was asking about some iron powder cores for his Hallicrafters receiver. I recently received a very interesting catalogue from a company that markets the products. Not only does the catalogue give prices but it gives lots of tid-bits about iron-powder and ferrite products. Interested parties might want to request a catalogue. The address is:

AMIDON Associates  
P.O. Box 25867  
Santa Ana, CA 92799

73, GARY

```
<<<<<<<<<<<<<<< T00 many projects, NOT enough time! >>>>>>>>>>>>>
```

Gary H. Harmon, Jr., K5JWK                      gharmon@txdirect.net  
6302 Robin Forest                      K5JWK@K3WGF.STX.USA.NOAM  
San Antonio, TX 78239

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: w0ogh@ix.netcom.com (Larry Godek)  
Subject: KTRK  
Message-ID: <199602080302.TAA15128@ix13.ix.netcom.com>

I too have heard the station on 1670 kc. Last night about 03:30Z or so. Was suprised I was hearing it so well here in central Arizona. My trusty BC-348Q and 50 foot of wire out the window made copy almost 100%. They were identifying as A R M Y radio. Only listened for about 10 min. Never did hear them say KTRK. They need help if that guy is gonna be a DJ.

Larry W00GH@ix.netcom.com

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: "Seifert, Rick" <rseifert@usia.gov>  
Subject: KTRK Tests on 1670khz  
Message-ID: <D6B21731013CD8D1@usia.gov>

As reported a few posts ago, the US Army is testing it's new portable AM broadcast facility this week from Fort Meade Md. Using the call sign KTRK, the station is testing on 1670khz with a power of 5/1kw. They are using a solid state Harris transmitter, I believe a FX-5.

The operator I spoke with this afternoon indicated they would continue testing until the end of the week. The station will then be shipped to Bosnia where it likely will transmit on 1143khz.

They are using a 140 foot monopole (retractable) with 120 radials "strung out in the snow".

The station is staffed during this test period by civilian volunteers. The fellow I spoke with said that musical programming will end tonight at midnight, to be followed by tone. The reason? No one wanted to volunteer for the overnight slot. Programming is expedtec to resume tomorrow at 1100UTC.

Great audio! Just like the good old days :-)

Rick Seifert  
Office of Cuba Broadcasting  
Engineering Supervisor  
Radio Marti Technical Operations  
Washington, D.C. 20547  
rseifert@usia.gov

(202)401-7104

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Michael.J.Knudsen@att.com  
Subject: Re: KTRK Tests on 1670khz  
Message-ID: <9602062353.AA03005@bock.ih.att.com>

Too bad it won't stay on 1670 KC from Bosnia. Just think of the DX thrill of picking THAT up in a few weeks!

No Collins -- no firebottles. Oh well, the antenna system sounds neat. And our soldiers will be getting a great-sounding signal.  
73, mike k w9nrd/ae

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: w7ni@teleport.com (Stan Griffiths)  
Subject: Re: KTRK Tests on 1670khz  
Message-ID: <199602070939.BAA03217@desiree.teleport.com>

>As reported a few posts ago, the US Army is testing it's new portable AM  
>broadcast facility this week from Fort Meade Md. Using the call sign  
>KTRK, the station is testing on 1670khz with a power of 5/1kw. They are  
>using a solid state Harris transmitter, I believe a FX-5.

So I guess this means that KDKA no longer has the distinction of being the only "K" call broadcast station East of the Mississippi . . . ? Or did they already lose that status when I wasn't paying attention?

Stan W7NI@teleport.com

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: don merz <71333.144@compuserve.com>  
Subject: Magazines FS  
Message-ID: <960207211208\_71333.144\_DHB31-1@CompuServe.COM>

For Sale

CONTACT: Don Merz, N3RHT: 47 Hazel Drive, Pittsburgh, PA 15228.  
412-234-8819 (weekdays, EST or leave a message anytime).  
71333.144@compuserve.com

Radio Magazines: These are off the beaten path a bit but they have great

articles and ads. All are in excellent shape with covers.

Radio Today, 3/39. Includes ad for RCA Worlds Fair display and list of U.S. broadcast stations. \$2.50

Communications and Broadcast Engineering

1/37: Includes ad for Collins 20C 1KW TX and article on RCA AVR-8 radio compass. \$3.50

7/37: Includes ads for Collins 20C/20F and 300E/300F TXs and Genral Radio 724A wavemeter, plus articles on TV studio design. \$3.00

Communications (Merged magazine that includes Communications and Broadcast Engineering, Radio Engineering and The Broadcast Engineer)

10/37: Includes ads for Western Electric mics and General Radio test gear plus a photo article on console radios that includes the Hammarlund Super pro shown in 3 different consoles, a bar (!), a chairside and the one pictured in Moore's book. Pretty neat stuff. \$5.50

4/38: Includes nice spreads on RCA and General radio, plus articles on VHF pack transcievers for broadcast remotes. \$3.00

5/39: "RCA Inconoscopes--Paving the Way to High Definition Television" (HDTV in 1939?) plus article on TV lighting. \$3.00

6/39: Includes ads for Collins 300F and General Radio 605B. \$3.00

Electronics

3/39: Neat RCA TV equipment ads plus article: "On May 1, television receivers will be offered for sale in New York City by 6 manufacturers..." TRIVIA: Who were the 6 manufacturers? (Answer below). \$4.00

5/39: Articles on the "High Speed 4 Column Facsimile Recorder" and NBC Hollywood. \$3.00

4/40: Article "FM Has Its Day In Court--A Report On The FCC Hearing," plus the decade in review. \$4.00

Radio-Television News. All excellent with covers. \$2 each.

1952: 6, 9

1953: 12

1954: 7, 8, 11

1955: 8

TRIVA ANSWER: On May 1, 1939, 6 manufacturers introduced television receivers to the good citizens of New York City. The 6 were American Television, Andrea, DuMont, General Electric, Philco and RCA.

--



From: BHall88620@aol.com  
Subject: Mica capacitor quandry...  
Message-ID: <960207225922\_315855691@emout05.mail.aol.com>

Hello y'all...

Started the process of ordering replacement parts for the Halli SX-24. In my quest for replacement parts, I came accross the following problem:

Halli used seven mica capacitors in the design, with the following values: 500pF, 2000pF, 100pF, and 50pF. I saved a message a while back from the list that suggested replacement of micas with Class 1 NPO ceramic discs.

Unfortunately, the values of 500pF at 500V and 2000pF at 500V were not available in Class 1 NPO ceramics from Mouser (I figured 500V was a safe rating to shoot for, Halli did not rate the originals and micas from AES seem to carry a 500V rating, plus B+ on this set is under 300V). However, I noticed that Mouser sold new micas in the appropriate values, namely 500pF 500V and 2000pF 500V, so I went ahead and ordered them. Now I have second thoughts...

My questions: Just how good will these new micas be? Would I better off looking around for appropriate value Class 1 NPO ceramics, rather than using these new micas? I figured that if they were appropriate for the original design, they would be appropriate for my rebuild. None of the ones I have tested have been bad, so if the originals survived 55 years, isn't it safe to assume that these new micas will last at least this long? Anyone have any comments?

BTW, I am not too impressed with the Halli workmanship. Too many wires that are waaaaaaay too long for the points they connect, and lots of wires looped around others to take up the slack. Or is that for some sort of crazy coupling I don't understand?

Your advice and insight is deeply appreciated.

Thanks and 73,

Ben

---

BHall88620@aol.com

alternate: BHall@GP802.JSC.NASA.Gov (Why yes, I am a rocket scientist!)

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996

From: bill@texan.frco.com (William Hawkins)

Subject: more web sites: Jim's Radio Room, Tubes

Message-ID: <9602071641.AA27729@texan.frco.com>

Did a search on Hawkins, looking for a relative, and noticed Jim Hawkins

had a Voice of America page, at <http://www.exit109.com/~jimh/radio.shtml>  
Jim turns out to be skilled in the art of creating web pages. The VOA page is well worth a look, and has some excellent links. Carl Linberger (WA4TEP) took Jim (WA2WHV) on a tour, and he took 13 photos that went on the page as about 200 KB .gif images. In particular, there is a photo of the control panel for a 1940's Continental Electronics 500 KW xmtr that is still in use.

One of the links led to five pages of links to tube related stuff, which I have not followed yet. It is <http://www.primenet.com/~rfwatts/tubes.html>  
There are 5 links to the Marconi Centennial pages.

Be careful. The web can consume large chunks of time. Set an alarm clock before you go in :-)

Bill Hawkins bill@bvc.frco.com 612 895-2085 Minneapolis, MN USA

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: paul Veltman <veltman@netcom.com>  
Subject: Mystery Receiver  
Message-ID: <Pine.3.89.9602061725.A1338-0100000@netcom6>

Hi gang,

I can't find my copy of the Collins book, it's under a pile somewhere in the shack. Darn, I MUST clean that thing out one of these days.

Anybody ever heard of a Collins HF-8054A receiver? Strange looking beast. I don't think it's hollow state, but it meets the other qualification in that it takes 2 men and a boy to lug it around.

73,

Paul WA6OKQ

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: Joe\_Wilkowski@mc.xerox.com (Wilkowski,Joe)  
Subject: Need 1L6...  
Message-ID: <"<6618193181B7677C>6618193181B7677C@X-MC-0819-MS2.XEROX"@-SMF->

I am looking lfor a 1L6. Please respond directly to me with info...

Thanks

joe\_wilkowski@mc.xerox.com

/joe

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: Peter Gerba <pgerba@crl.com>  
Subject: Need Tek probes  
Message-ID: <Pine.SUN.3.91.960207133321.22566A-100000@crl2.crl.com>

Yo Fellow Anchor collectors;

I need 2 100MHz probes for my non-tube Tek 2235... so I can fix-up tube stuff.

Thanks, pete  
pgerba@crl.com

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: "Ian Abbott" <ian@emerald.gene.com>  
Subject: New list member in SF Bay Area  
Message-ID: <9602071149.ZM23596@emerald.gene.com>

Hi there!

Just joined the list from the San Francisco, CA Bay Area, and I wanted to say hello.

My boatanchor collection consists only of my BC-348 and an old Navy O-scope at the moment, but I continue to mourn for the TCS-13 I used to own and I'd love to find another! I'm a General class Ham, and one of my goals for this summer is to get on the air with a boatanchor rig- hopefully I've found the people to help achieve my goal.

I'm interested in both HF and 6M rigs- something in me would prefer a 6 meter rig full of tubes, just for the sake of it.

The Foothill College Swap Meet will be starting up in March, I believe, and it would be great to meet other boatanchor fans from this area on March 9. This has probably been done before, but it's still a good idea. Nothing like some good company as one wanders the aisles looking for the elusive rig, tube, or manual.

And yes, I'll be sending in my "dues"!

Ian

--

```
-----
Ian E. Abbott                | abbott.ian@gene.com
Genentech, Inc.              | Voice: 415.225.1793
Fermentation/Product Recovery | Pager: 415.655.9160
Information Systems Group    | Fax: 415.225.5947
```

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Peter Carran <CARRAN@kea.lincoln.ac.nz>  
Subject: Re: RA-17 dials etc  
Message-ID: <29494DE2E67@kea.lincoln.ac.nz>

>Re Mike's: (and others)

>Real simple, real stupid: Is there supposed to be a plastic  
>protective  
>cover between that lovely filmstrip dial and the operator's grubby  
>fingers,  
>kids, flying junk in the shack, etc?

Well, I'm not sure if this will be the definitive answer but my understanding is that there was a cover over the filmstrip dial. At least 3 out the 4 RA-17's I have are fitted with covers and I have always assumed that the odd one out had "lost" its cover along the way somewhere. I will try to have a look tonight, but to really see how the covers are fitted will require removal from the rack - not a simple task in my case. The results tomorrow unless anyone comes up with the answer before then.

Peter ZL3UBW

carran@kea.lincoln.ac.nz

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: Marco BRUNO <spin@inrete.it>  
Subject: RE: RA17 window  
Message-ID: <9602072206.AA25950@inrete.it>

Re: RA17 window

sure, there was a plastic window. Usually it gets lost when glue becomes old and dry. You may make one from a piece of transparent PVC, of course; the original window is glued just behind the 'escutcheon', but there is no definite place to fit.

If you look the interior of the escutcheon you will find some residual brown glue. That's the place.

The original piece has corners cut to 45 degrees, and does not interfere with the dial cursor.

Best '73 de ik1odo Marco in Turin - Italy - newmember to BA, but I've restored about 140 (!) RA 17, 17L, 17W, and 117 in last four years!

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Jeffrey Herman <jherman@hawaii.edu>  
Subject: Re: Radio Shack (Was Long life tubes)  
Message-ID: <Pine.SV4.3.91.960206202728.20268C-100000@uhunix3>

Just for the heck of it, I went to RS today to order a 6146. The clerk pulled out a \*very\* complete list of tubes that could be special-ordered. But as soon as I saw the price of the 6146 (\$49), I instead bought some batteries...

Jeff NH6IL

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: arther.dent@smtp.prostar.com  
Subject: Re: Radio Shack (Was Long life tubes)  
Message-ID: <199602072351.RAA19341@uro.theporch.com>

well i finally recieved the 5Y3GT that Radio Shack ordered to warr. the bad one.

it came in aa radio shack box with the tube type penciled in on the box flap. wht should my wondering eyes see when i first looked at the tube? the side of the tube was silk screened "realistic long life" "5Y3GT"

then in shadow printing near the base it said....5Y3GT USSR.

so now we know where rad shack is getting their tubes, and why they cost so blasted much.....

mike  
KB7VNT

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Nick England <nick@cs.unc.edu>  
Subject: Ranger keying - Final Word  
Message-ID: <199602071901.0AA07944@altair.cs.unc.edu>

John Brewer WB50AU has posted the actual Johnson info on his "Boatscape" web page - The keyer mod kit was offered to owners of Rangers serial #60,001 through 63,750. Evidently these Rangers were made without the keyer and later ones with the keyer.

Aren't you glad we're done with this ?  
Nick KD4CPL who wouldn't know one SuperPro from another even if it dropped on his foot.

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Steve Ellington <n4lq@iglou.com>  
Subject: Re: Ranger Question (fwd)  
Message-ID: <Pine.SOL.3.91.960206144408.20713A-100000@iglou>

I'm getting several opinions.

1. Rangers never had a keyer circuit
2. All rangers had keyer circuits
3. Early Rangers didn't have keyer circuits
4. I'm mistaking the keyer for a ptt circuit

I have one offer to exchange schematics with a Ranger owner whos Ranger doesn't have the keyer but it shows up on the schematic. I have the keyer but it doesn't show on the schematic. Beautiful eh?

I tend to think that the following post is correct

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

----- Forwarded message -----

>The Ranger came out in 54 or 55 and in just one year the "time sequential keying module" was added as standard from the factory. Sooo,,the very first Rangers did not have it but the rest of the 10,000 or so did. Standard.

73 KS0F

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Kim Herron <kherron@voyager.net>

Subject: Re: Ranger Question (fwd)  
Message-ID: <199602062052.PAA17500@vixa.voyager.net>

Hi Gang,

- >1. Rangers never had a keyer circuit
- >2. All rangers had keyer circuits
- >3. Early Rangers didn't have keyer circuits
- >4. I'm mistaking the keyer for a ptt circuit

I have at the present 6 Ranger 1's. There are three variations of the circuits depending on the year that it was made. The earliest Rangers did not have keyer circuits, bias supplies for the gridblock keying or tthe PTT circuitry. It is not reflected in the circuits in some of the manuals. Even some of the Ranger 2 manuals that I've seen don't have all the updates for the schematic. There were, I'm told, modification kits and the corresponding info available from the factory to update the older units. So, it's quite possible to have a transmitter with things in it that tthe schematic doesn't show. Johnson isn't the only company that did that to you either. Hammarlund did a WONDERFUL job of jazzing up their HX-50 and HX-500 transmitters. In the case of the HX-50, none of the mods that were incorporated in the A version ever made it to tthe manual. If you don't have the man and the factory updates you can have a real mess on your hands. I won't tell you how I know, you have to guess.

The thing to remember is , I've surmised, is that the older manufacturers didn't hold to the same standards that we, today, would feel is acceptable. You can run into anything "under the hood" of some of this stuff.

KIM

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Bob Roehrig <broehrig@admin.aurora.edu>  
Subject: Re: Ranger Question (fwd)  
Message-ID: <Pine.ULT.3.91.960206151709.5456B-100000@admin.aurora.edu>

On Tue, 6 Feb 1996, Steve Ellington wrote:

- > I'm getting several opinions.
- >
- > 1. Rangers never had a keyer circuit
- > 2. All rangers had keyer circuits
- > 3. Early Rangers didn't have keyer circuits
- > 4. I'm mistaking the keyer for a ptt circuit

Kind of reminds me of some of the questions on the ham exams!

E-mail broehrig@admin.aurora.edu

73 de Bob, K9EUI

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Michael.J.Knudsen@att.com  
Subject: Re: Ranger Question (fwd)  
Message-ID: <9602062245.AA01039@bock.ih.att.com>

Re Bob K9EUI -- maybe we should foarm a BAVEC (Boatanchor BEC)  
and make up a 50-question exam to administer to find out who is a true  
BA-ite, and to what degree. Maybe have 4 or 5 elements:

1(A) -- a BA has glass bubls that glow and get hot  
Tech -- always replace the electoytics, and keep one hand in your pocket  
Advanced -- knows how many Super-Pro models there were  
Extra -- can redesign and rebuild old RME-45s

Don't forget the code elements (oops, 1(A) shuda been 2(a)):  
Novice -- can copy only solid-state keyer-generated code  
General -- can copy sloppy bug code  
Tech -- can copy glowbug CW with 400 Hz chirp (yooop, yoop)  
Extra -- can copy sloppy bugs with chirp and yoop

Seriously, a fun "trivial pursuits" quiz could be made out of some  
of teh tidbits that have graced this List. We should restrict the questions  
to truly useless items (if there be such a thing).

73, mike k w9nrd/ae of LUCENT Technologies (Little Unknown Co, Eventually  
Northern Telecom :-)

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: MIKE SANDERS <ks0f@basic.net>  
Subject: Re: Ranger Question (fwd)  
Message-ID: <199602062257.QAA29538@basic.net>

> I have at the present 6 Ranger 1's. There are three variations of the  
>circuits depending on the year that it was made. The earliest Rangers did  
>not have keyer circuits, bias supplies for the gridblock keying or tthe PTT  
>circuitry. It is not reflected in the circuits in some of the manuals. Even

That is correct about the manuals not reflecting the actual unit. I only  
Suspect that Johnson made a lot of manuals before the first change to the  
Ranger. You know they dropped in a few addendum sheets to catch up but they  
were lost long ago.

Only 2 versions of the Ranger I that I know of  
Time sequence keying or not.



The PTT mod was a factory suggested mod and not from the factory if I am correct.

Ranger II omitted 11 meters and included 6 meters and had the obvious cosmetic changes but thats it. PTT ?????

Yeah, I'm not sure some later models may not have changed from the original modulator tubes or some such thing but basically that was the lineup.

Of course the Ranger was in kit or factory form and could account for some possible differances one might see in the Ranger. I have a stock pre sequential keying unit and one with and correct manuals for both.

Those who drilled the top of a Ranger cabinet for the rttty mod adjustments and cw adjustments will probably never get to heaven. I understand that since Mr. Johnson has passed on he has been searching out these folks. It wasn't me Edgar. Honest! But you know that.

73 de KS0F

P.S. I'm still looking for a substitute relay number for the recommended PB unit for the ptt mod in the Ranger manual that is NLA. ??

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: jproc@worldlinx.com  
Subject: Re: Ranger Question (fwd)  
Message-ID: <Chameleon.4.01.2.960206231007.jproc@>

>Re Bob K9EUI -- maybe we should foarm a BAVEC (Boatanchor BEC)  
>and make up a 50-question exam to administer to find out who is a true  
>BA-ite,

Michael,

Here is my 2 cents worth (2.76 cents in Canada) of contribution:

|            |                                                                        |
|------------|------------------------------------------------------------------------|
| Novice     | - Can't tell the difference between a schematic and an Exxon road map. |
| Technician | - Able to identify a schematic if he/she slips on one.                 |
| General    | - Only able to read schematic if symbol legend is printed.             |
| Advanced   | - Reads schematics as entertainment before bedtime.                    |
| Extra      | - Doesn't require schematics when repairing or building equipment.     |

ally

> Northern Telecom :-)

>

Regards,

~~~~~  
Jerry Proc VE3FAB
E-mail: jproc@worldlinx.com
Radio Restoration Volunteer
HMCS Haida, Toronto Ontario
~~~~~

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: jmartin@hrlban1.aircrew.asu.edu  
Subject: Ranger schematics  
Message-ID: <SA39+ulv3la@hrlban10.alhra.af.mil>

Steve Ellington wrote:

I have one offer to exchange schematics with a Ranger owner whos Ranger doesn't have the keyer but it shows up on the schematic. I have the keyer but it doesn't show on the schematic. Beautiful eh?

=====

So trade schematics with each other, and you both can have documentation accurate to your particular rig and be happy!

73, John Martin

jmartin@hrlban1.aircrew.asu.edu

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: john <johnmb@nando.net>  
Subject: Ranger, now Viking II/I 122 VF0 keying Docs-WWW  
Message-ID: <9602070056.AA19375@merlin.nando.net>

I've scanned in the 3 pages on EFJ letterhead describing the Ranger keying mod.... now I've discovered that I have an 8 page xerox of a factory doc for modifying the Viking I, Viking II, and Viking model 122 VF0. This addresses several changes.. keyclick supression, the keyer modification that Nick, KC4CPL noted here several weeks ago (applies to Viking I and II, BTW), and mods to the Model 122 VF0.

Is there any interest in this? If so, my preference would be to scan it and place it in the web site, rather than make copies, but I could be swayed....

This is a EFJ doc dated 2/58 that I got from K3TX... who I also believe I got a 122 VF0 from...

Should I duck when sending this?

I'd appreciate comments on the scanning if you have time. I can only see what is displayed on this particular PC configuration so I have little idea whether the docs are usable in their scanned in form.

Best  
/john

-----  
John Brewer johnmb@nando.net  
WB50AU/4                   AMI #24  
Vintage Gear web page: <http://www.zynet.com/~johnb>  
-----

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Andy Wallace <wallace@mc.com>  
Subject: Recording ham QSOs  
Message-ID: <9602071804.AA12184@taku>

----- Begin Included Message -----

From: Michael.J.Knudsen@att.com  
Subject: Re: 1670 Test

Previous owners had recorded it off the built-in radio. Great fidelity after 44 years. 73, mike k w9nrd/ae

PS: Wonder if any hams recorded their QSOs back in the 50s?

----- End Included Message -----

I don't know about most people, but check out the fancy, glass-enclosed, air-conditioned ham shack of W9CNN on the cover of the January or February 1993 Electric Radio. What a station! Looks like a couple of 30Ks, a couple of 75A-3s, a few R-388s or 51Js, several homebrew pieces, and even what looks like a factory made Central Electronics 20A exciter with a 19" rack panel. I've never seen one in person.

But anyway, there are two recorders in the picture, and they appear to be tape. I'm assuming they are for recording QSOs because they aren't near his RTTY gear.....

All I can say is 'wow' whenever I see that picture.

73,  
--Andy  
wallace@mc.com

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Bob Roehrig <broehrig@admin.aurora.edu>  
Subject: Re: Recording ham QSOs  
Message-ID: <Pine.ULT.3.91.960207124339.18816A-1000000@admin.aurora.edu>

> From: Michael.J.Knudsen@att.com  
> Subject: Re: 1670 Test  
>  
> Previous owners had recorded it off the built-in radio. Great fidelity  
> after 44 years. 73, mike k w9nrd/ae  
>  
> PS: Wonder if any hams recorded their QSOs back in the 50s?

A late ham friend of mine had a recording of a QSO he was in with a ham  
in Pearl Harbor Dec 7th 1941. Allegedly, he could hear the bombs exploding.  
One of these days I am going to try and get that tape.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Peter Ferrand <pferrand@scoot.netis.com>  
Subject: Re: Recording ham QSOs  
Message-ID: <199602071907.0AA03339@scoot.netis.com>

>>W9CNN's shack with tape recorders..

Yeah, Andy, I go WOW when I see that too. Especially now, knowing  
how much work it is to set anything up in racks and stuff.

Those recorders were Magnecord PT-6's by my best recollection. They  
were still around when I started in broadcasting and they ran  
backward from modern reel to reel units...and didn't lift the  
tape when rewinding, which required quick reflexes on volume  
pots. They date from the mid 50's...here's the amuzing part -  
at WIBX/Utica NY, in 1975, the CE had them start automatically  
to record net feeds - and they were hooked to DEC PDP-8m's.

Back in the W9CNN days, there was a requirement to maintain copies of all third party traffic transmitted - that may have been the chief purpose of the machines. Also recording and rebroadcasting of Official Bullitin stuff and code practice was common in those days...far as I've heard, recording of run of the mill QSO's was not.

73,  
Pete  
pferrand@scoot.netis.com

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: flanders@GroupZ.net (Jerry Flanders)  
Subject: Re: Recording ham QSOs  
Message-ID: <199602072159.PAA16868@uro.theporch.com>

>A late ham friend of mine had a recording of a QSO he was in with a ham  
>in Pearl Harbor Dec 7th 1941. Allegedly, he could hear the bombs exploding.  
>One of these days I am going to try and get that tape.

>  
> 73 de Bob, K9EUI  
>=====

The original was probably a disk, Bob. Or maybe a wire. I think we started using tape after the war.

Jerry W4UKU

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: aa4rm%amos.UUCP@mathcs.emory.edu (Marty)  
Subject: Sabrina, 304TL AND 592B!  
Message-ID: <9602070748.AA16505@amos.YP.mystnite>

Just saw the Indiana Jones remake & found it entertaining. And, Harrison Ford's 304T musta been on camera on the credenza behind his desk 50 times.

But behind his sec'y on the horizontal files was another firebottle decoration. It was dimly seen twice as the unmistakable squarish hulk called the GL 592B (Eimac 3-200A3).

This is getting like Where's Waldo!

Marty

PS... that 592B which GE touted highly in the '55/6 time frame was probably a private labeled Eimac all along. I don't think GE ever had production of tantalum anode / Nonex envelope critters like that.

This'd be interesting detective work... like why'd they ever do the 592B unless it was for a final in a hi-power FM vhf repeater tx. Then, conceivably, they tried a ham hustle for a few months with Lighthouse Larry as the drummer-in-charge

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: robert fowle <hammarlund@voyager.net>  
Subject: sp' trivia question (answer)  
Message-ID: <199602080112.UAA02916@vixa.voyager.net>

good evening;  
the answer to the question (which should have read, what and when was the last contract for a sp-200 series)  
answer: the BC-1004 -- 1954  
Robert Fowle  
the HAMMARLUND historian  
Ph. 517-789-6721  
E-mail: Hammarlund@vixa.voyager.net  
1215 Winifred  
Jackson, Mich. 49202-1946

List of Hammarlund manuals available upon request.

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: "Mark Glusker" <glusk@mechcad3.engr.sgi.com>  
Subject: Re: stupid RA17 question  
Message-ID: <9602070756.ZM22695@mechcad3.engr.sgi.com>

My RA-17 (version C12) has a clear window that protects both the filmstrip dial and the adjustable pointer. However, I've never had the radio apart far enough to determine how the window attaches to the dial escutcheon.

--

Mark Glusker, glusk@sgi.com

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Michael.J.Knudsen@att.com  
Subject: stupid Racial RA-17 question  
Message-ID: <9602062048.AA01003@bock.ih.att.com>

Real simple, real stupid: Is there supposed to be a plastic protective cover between that lovely filmstrip dial and the operator's grubby fingers, kids, flying junk in the shack, etc? Mine seems not to have any provision for mounting such a clear sheet in its panel bezel, but it seems odd that there wouldn't be one. Maybe it would've interfered with the adjustable cursor. I'd rest easier with some protection in there.

Tnx es 73, mike k w9nrd/ae

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Duncan Cadd <dcadd@luc.ac.be>  
Subject: Re: stupid Racial RA-17 question  
Message-ID: <9602070830.AA03348@alpha.luc.ac.be>

Greetings, Anchorites, from an overcast and cold Diepenbeek in N.E. Belgium!

```
> Is there supposed to be a plastic protective
(fnarr)
```

Errrrmmmm, well, if it's any consolation, mine hasn't got one either. I too would prefer to take no chances . . . Maybe Dick Dillman can tell us whether his RA17 is any different or if he recalls seeing such things fitted on the pile of RA17s he saw at Johns in Bradford ?

73,

Duncan ON9CHU / G0UTY G-QRP 8117 dcadd@luc.ac.be

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: dt@scotborders.co.uk (David Topham - Arts & Science)  
Subject: Re: stupid Racal RA-17 question  
Message-ID: <9602071132.AA28025@scotborders.co.uk>

Re Mike's:

```
>Real simple, real stupid: Is there supposed to be a plastic protective
>cover between that lovely filmstrip dial and the operator's grubby fingers,
>kids, flying junk in the shack, etc?
```

\*Please\* someone answer this publicly. I used to have an RA17 and I can't remember, so now I'm really worried about brain rot from sniffing too much WD-40. (It is no longer \*rocket\* WD-40 in the UK. Neither does it any more claim to be "as used on the Atlas missile").

Cheers, David GM3WKB dt@artscience.scotborders.co.uk

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Walt Novinger <waltn@hooked.net>  
Subject: Re: stupid Racal RA-17 question  
Message-ID: <3118D45E.285C@hooked.net>

David Topham - Arts & Science wrote:

>  
> Re Mike's:  
>  
> >Real simple, real stupid: Is there supposed to be a plastic protective  
> >cover between that lovely filmstrip dial and the operator's grubby fingers,  
> >kids, flying junk in the shack, etc?  
>  
> \*Please\* someone answer this publicly. I used to have an RA17 and I can't  
> remember, so now I'm really worried about brain rot from sniffing too much  
> WD-40. (It is no longer \*rocket\* WD-40 in the UK. Neither does it any more  
> claim to be "as used on the Atlas missile").  
>  
> Cheers, David GM3WKB dt@artscience.scotborders.co.ukI replied to Mike  
privately...should have cc'd the group, too, I guess  
:=).

Indeed, the RA-17 should have a plastic (some may have been glass) lens over both the kHz and MHz windows. Mine is, by the feel of it, Plexiglass (or, as the Brits say, Perspex). Making a new one should be quite easy once you find a piece of 1/8" Plexi at a glass/plastic shop.

73 de Walt

--

=====

|                                                                                   |                                     |
|-----------------------------------------------------------------------------------|-------------------------------------|
| Walt Novinger                                                                     | Real Radios Keep You Warm At Night! |
| Collector of hollowstate communications receivers and test equipment              |                                     |
| waltn@hooked.net                                                                  | wnovinger@shl.com                   |
|                                                                                   | CI\$: 73348,2015                    |
| <a href="http://www.hooked.net/users/waltn">http://www.hooked.net/users/waltn</a> |                                     |

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996



From: Michael.J.Knudsen@att.com  
Subject: Re: stupid Racal RA-17 question  
Message-ID: <9602071646.AA03085@bock.ih.att.com>

To add to the confusion, Moore's book shows two styles of Racal front panels. The older one has a rectangular window with a chrome strip all around it, sort of like a Knight R-100 (only built better, one hopes).

Mine is the newer version, with a 75A4/51J4 style black plastic delta-shaped escutcheon that holds both the MCs and KCs windows. Doesn't look like any provision for holding the KCs dial plastic cover.

When I finally get around to pulling the panel to re-install the MCs window (with pointer built in), I will see the truth close up.

BTW, the black escutcheon is held to the panel with el cheapo one-time slip-on clips. So you do have to pull the whole panel. Good news is it appears to be much easier than an R390 panel job. 73, mike k w9nrd/ae

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Michael.J.Knudsen@att.com  
Subject: Re: stupid Racal RA-17 question  
Message-ID: <9602071658.AA03098@bock.ih.att.com>

David, all my respondents say "yes." There isn't much provision for holding it on, just glue. Why a topflight Brit company would use Yorx/SoundDesign mounting on a receiver of this class is an open question. (If Yorx and SoundDesign mean nothing to you over there, count your blessings -- cheap drugstore boomboxes and portable radios).

Funny, I don't think the rocket/missile connection was ever used on the WD-40 labels here in the US, tho some on this List have posted about its NASA history. Talk about spinoffs from the space program. So is Velcro. But not Duct tape, far as I know. Atlas was decommissioned a loooong time ago, replaced by solid-fuel boosters. 73, mike k w9nrd/ae

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>  
Subject: SuperPro - Foot Encounter  
Message-ID: <199602071930.NAA29046@dlep1.itg.ti.com>

At 01:06 PM 2/7/96 -0600, Nick wrote:

>Nick KD4CPL who wouldn't know one SuperPro from another even if it  
>dropped on his foot.

And it'd be hard to tell the difference between the SuperPro or its power supply landing on your foot. The receivers weigh about 55 pounds while the power supplies weigh about 60 pounds. Of course, the aluminum panel SuperPro's are noticeably lighter. <chuckle, chuckle>

BTW, mighty impressive pictures on the web, Nick.

Regards,  
Bill Sorsby, N5BU

\*\*\*\*\*  
bill.sorsby@dlep1.itg.ti.com  
Views expressed herein are no one's fault but mine.  
\*\*\*\*\*

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: n4lq@iglou.com (Steve Ellington)  
Subject: TEK SCOPES SALE?  
Message-ID: <m0tjxLJ-000221C@iglou.com>

Found this on rec.radio.amateur.homebrew

In article <4f82d9\$a5o\_001@sb.west.net> you wrote:  
: look at <http://www.west.net/~rondoc/clearall>  
: I have some old tek scopes and project boxes plus loads of new  
: small 120-240 - low volst transformers let me know I may have what you need.

--

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: john <johnmb@nando.net>  
Subject: The Ranger question answer-Circa 1956  
Message-ID: <9602070002.AA05607@merlin.nando.net>

I have been corresponding with Steve about the ranger mods, and found in some documentation in my EFJ files, a letter from Jess Wheaton (W9PDK/0 ) on Johnson letterhead describing the mod and the kit order number, description and cost.

I will scan these into the WWW page this evening... I'll put a pointer to it on the front page....

/john

-----  
John Brewer johnmb@nando.net  
WB50AU/4 AMI #24  
Vintage Gear web page: <http://www.zynet.com/~johnb>  
-----

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Nick England <nick@cs.unc.edu>  
Subject: The Ranger Story  
Message-ID: <199602071537.KAA07240@altair.cs.unc.edu>

I love an excuse to go digging through old ads and QST issues --

The Ranger was introduced (1954?) without sequence keying.

I have a schematic, an assembly manual, an advertising brochure,  
and an actual Ranger, all WITHOUT sequenced keying.

An ad in the May 1955 QST introduced the new improved Ranger with  
sequenced keying.

I have a schematic, a manual, an advertising brochure, and used to have  
an actual Ranger, all WITH the sequenced keying.

I believe that John WB50AU has a letter from Johnson (date ?) to  
Ranger owners offering a sequence keyer mod kit.

I have a letter from Johnson to Viking I and II owners dated March 1956  
offering a sequence keyer mod kit

The Ranger mod added a sub-chassis behind the upper left front  
panel which included the new keyer and bias rectifier tubes.

The Viking mod added a sub-chassis above the crystal sockets which  
included the keyer tube. The Vikings already had a bias supply standard.

Whew - now you know The True Story - as best this boatanchor  
archeologist can determine anyway.

Learning this stuff has convinced me that putting together all these  
factory tech notes and modification sheets and making copies available  
is a worthwhile endeavor.

73 & have fun,  
Nick KD4CPL  
nick@cs.unc.edu

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: jproc@worldlinx.com  
Subject: Tube Video  
Message-ID: <Chameleon.4.01.2.960207131519.jproc@>

Dear BA's,

This may be of interest. The Antique Wireless Association has several historical documentaries to loan to affiliated organizations for club meetings and programs. There is no charge for this service other than return mailing costs.

The video of interest is V-2. "Electrons on Parade". an 18 min 1938 movie made at RCA's Harrison plant showing production lines with close ups of receiving tubes and some transmitting tubes. (Very rare movie). For info on loan conditions, other videos and material, contact :  
Richard Ransley, P.O. Box 41, Sodus N.Y. 14551. (Ensure you use an SASE to ensure a reply).

Regards,

-----  
Jerry Proc, VE3FAB  
Radio Restoration Volunteer  
HMCS Haida  
E-mail: jproc@worldlinx.com  
Toronto, Ontario  
-----

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: jmartin@hrlban1.aircrew.asu.edu  
Subject: VT-25 = 10  
Message-ID: <SA39+LsB41a@hrlban10.alhra.af.mil>

Paul K9NO asked: Is a VT25 the same as a 210?

=====  
I have a Western Electric ceramic base VT-25, and the WE books say it is the same as a 10. Perhaps the 210 comes from RCA's numbering system. A Cunningham probably would be a 310.  
73, John Martin  
jmartin@hrlban1.aircrew.asu.edu

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: Paul\_Bocci-CPB007@email.mot.com

Subject: VT25 = 210 ?  
Message-ID: <"Macintosh \*/PRMD=MOT/ADMD=MOT/C=US/"@MHS>

Hi Everybody,

I met an old timer last night and got to discussing boatanchors. He asked a question that I was sure I had seen the answer to on the list but have been unable to find in my archives.

Is a VT25 the same as a 210?

Can anyone help?

73  
Paul, K9NO  
CPB007@email.mot.com

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: jproc@worldlinx.com  
Subject: RE: VT25 = 210 ?  
Message-ID: <Chameleon.4.01.2.960207125749.jproc@>

Paul,

We had a thread about this on Boatanchors a while back. A VT25 is equivalent to a type 10, providing you are referring to the tube nomenclature system in use by the US military in the 1940's. A VT25 in the British system can be equivalent to another type. The correct answer is 'it depends'. Since I don't keep a local copy of BA topics, does anyone in the group remember the exact details?

Regards,

-----  
Jerry Proc, VE3FAB  
Radio Restoration Volunteer  
HMCS Haida  
E-mail: jproc@worldlinx.com  
Toronto, Ontario  
-----

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: nielw@ix.netcom.com (Niel Wiegand)  
Subject: Wanted: National's Anniversary Photo Album

Message-ID: <199602070451.UAA00544@ix3.ix.netcom.com>

I'm looking for an original copy of "National's Anniversary Photo Album" published in 1964.

I have an early 1970(?) Collins Amateur Equipment catalog and a 1937 Stancor transmitter/transformer catalog for trade.

73, Niel - WA5VLZ  
nielw@ix.netcom.com

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: "Deane D McIntyre" <dmcintyr@acs.ucalgary.ca>  
Subject: When were American receiving tubes last made?  
Message-ID: <9602071655.AA38348@ds1.acs.ucalgary.ca>

Gang:

I recently acquired several JAN NIB tubes (5750 =6BE6W, 6SJ7, and other octal tubes) and was suprized to find some, made by GE, with 1986 date codes. For some reason I had believed that with the exception of transmitting tubes, GE, RCA etc had stopped producing tubes for the most part in the late 70's. When did receiving tube production end in the U.S.? I suppose that the military did keep a large stock of spares as long as the R390A's etc were in service.

73, Deane D McIntyre VE6BPO  
dmcintyr@acs.ucalgary.ca

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: mburke@beast.sme.siemens.com (Michael Burke)  
Subject: When were American receiving tubes last made?  
Message-ID: <9602071758.AA10394@beast.sme.siemens.com>

To answer Deane McIntyre's inquiry, I believe the GE receiveing tube facility in Ownsboro, Kentucky (formerly the Kal-Rad tCompany) continued production into the early 1990s. I'm at work away from my library so this is all from fuzzy memory. There was an article about this in the Antique Radio Classified magazine in Mid-1995. I'll post a more accurate response when (if?! - life in the hi-tech lane, you know!) I get home. 73s, Mike

%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%

%

|                        |                         |
|------------------------|-------------------------|
| % Michael A. Burke     | Siemens Medical Systems |
| % Synetics Consultants | Electromedical Group    |

[illegible]

From boatanchors@theporch.com Wed Feb 7 14:45:38 1996  
From: John Shriver <jas@shiva.com>  
Subject: Re: When were American receiving tubes last made?  
Message-ID: <199602071850.NAA13124@shiva-dev.shiva.com>

As Michael Burke notes, yes, the company making GE tubes (not a division of the real GE anymore, it is "GE/MPD") only shut down very recently. They were making many large last runs for Richardson Electronics (major wholesaler), and possibly for DoD as well.

One of the primary reasons for the shutdown (it's not that it wasn't profitable) was that Texas Instruments stopped making the copper-cored 5-layer plate material used in so many GE tubes, and there was no other source. Since the power tubes (6L6GC, 6CA7, etc.) that used it was where all the volume and money was, that was the last blow.

Richarson has right of first refusal on all the production equipment. When DoD really wants a tube, Richarson will make it, for a very steep price. Profitable racket.

And, yers, the DoD was buying tubes like crazy in the 1980's. Might need to use all that Korean war surplus equipment in WW-III. For instance, there are mountains of JAN GE 5687's out there with 1980's dates.

Yes, RCA did shut down production sometime in the 1970's, and was only a wholesaler, selling tubes made by other companies. The brandname was worth more than the production capability.

Sylvania also lasted a long time, towards the end as Philips/ECG. RCA was selling Sylvania 6CA7's. (They were always selling Tung-Sol 5881's and 6550's, never made their own. I was buying those in the

1970's.)

From boatanchors@theporch.com Wed Feb 7 23:21:13 1996  
From: KC5IJD@aol.com  
Subject: Re: When were American receiving tubes last made?  
Message-ID: <960207181834\_417071856@emout04.mail.aol.com>

>I recently acquired several JAN NIB tubes (5750 =6BE6W, 6SJ7, and  
>other octal tubes) and was suprized to find some, made by GE,  
>with 1986 date codes. For some reason I had believed that with the  
>exception of transmitting tubes, GE, RCA etc had stopped producing  
>tubes for the most part in the late 70's. When did receiving tube  
>production end in the U.S.? I suppose that the military did keep  
>a large stock of spares as long as the R390A's etc were in service.

The last receiving tube plant in the Western Hemisphere closed in 1992 as  
I recall (in Kentucky).

The military had far more than R-390A which use vacuum tubes. They had  
(probably still have) large numbers of KWM-2s, plus the R-1051s, GRC-106,  
RT-524/VRC, etc., use tubes in the front ends.

73

Joseph W Pinner  
Lafayette, LA  
KC5IJD  
EMail: kc5ijjd@aol.com

From boatanchors@theporch.com Wed Feb 7 07:05:24 1996  
From: Les Blades <lblades@sover.net>  
Subject: WTB - Old ARRL Handbooks, etc  
Message-ID: <199602070216.VAA08864@maple.sover.net>

LOOKING FOR:

Editors and Engineers Handbooks before 1939, and  
13 and 14th editions of Editors and Engineers Handbooks

also...

4th Edition (1928) ARRL Radio Amateur's Handbook  
14th Edition (1937) ARRL Radio Amateur's Handbook  
15th Edition (1938) ARRL Radio Amateur's Handbook



21st Edition (1944) ARRL Radio Amateur's Handbook  
67th Edition (1990) ARRL Radio Amateur's Handbook

Must be in very good condition.

Please E-mail me at: [bikefedvt@aol.com](mailto:bikefedvt@aol.com)

Bruce  
Les Blades  
[lblades@sover.net](mailto:lblades@sover.net)  
--